Bistablished Fobruary.

Vol. XXXIX. No. 6339.

號四十月一十年三十八百八千一英

HONGKONG, WEDNESDAY, NOVEMBER 14, 1888.

AGENTS FOR THE CHINA MAIL.

LONDON: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Oc., 30, Cornhill. Gordon & Gotok, Ludgele Orcus, E. O. HATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 184, Leadenhall Street.

PARIS AND EUROPE GALLIEN & Parson, 36, Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park USTRALIA, TASMANIA, AND NEV

ZEALAND -GORDON & GOTCH. Me bourne and Sydney. SAN FRANCISCO and American Ports generally :- BEAR & BLACK, San Fran

SINGAPORE, STRAITS, &c. -- SAYLE &

Co., Square, Singapore. C. Hainszen & Co., Manila. CHINA: - Macao, Messrs A. A. DE MELLO & Co. Swatow. QUELCH & Co. Amoy, WILSON, NICHOLIS & Co. Foochow, Hepas & Co. Shanghai, LANE, CHAWFORD & Co., and KELLY & WAISH, Yokohama, Liane, CRAW-FORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

INSTALMENT received on] NEW SHARES,.....

\$5,926,765.62 ...\$2,500,000. RESERVE FUND. INSTALMENT OF PREMIUM TO-

698,336.43 coived on New Shares ...

83,198,336.43

OURT OF DIRECTORS. Chairman-WM: REINERS. Esq. Deputy Chairman-W. S. Young, Esq. L. Direymple, A. P. McEwen, Esq. W. H. FORBES, Esq. F. D. SASSOON, Esq. M. E. SASSOON, Esq. A. Giluzzow, Esq. Hon. F. B. JOHNSON.

CHIEF MANAGER. Hongkong,..... THOMAS JACKSON, Esq. MANAGER. Shanghai, Ewas CAMERON, Esq.

LONDON BANKERS. Landon and County HONGKONG.

INTEREST ALLOWED. M Current Deposit Account at the rate of 2 per cent, per annum on the daily

For Fixed Deposits:--For 3 months, 3 per cent, per annum. THE PER CONT. II II n 5 Der cent. 11

LOCAL BILLS DISCOURTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Chief Manager. Offices of the Corporation, No. 1, Queen's Road East. Hongkong, August 25, 1883,

intimations.

PENINSULAR & OBJENTAL STEAM NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PURTS.

RRANGEMENTS have been made for passing the Company's Steamers Hifough the BUEN CANAL in QUARANTINE thus avoiding any detention in Edypt The Homeward Mails are now being landed at VENIUE, but the QUARANTINE which is still imposed at this and all other Contin-ENTAL PORTS prevents the landing of Pasmyors, and those travelling by the Company's Steamers are advised to remain or board the Vessel which calls at MARSEILLES en routs stopping a few hours only to disharge Cargo and proceed in her direct to LONDON, thus avoiding all QUARANTINE delays and inconveniences.

The Passages of the Steamers will be accelerated, and they will not call at MALTA

E. L. WOODIN. Acting Superintendent.

Hongkong, September 6, 1883.

HOP SHING & Co., ENGINEERS, BOILER MAKERS. CORRER SMITHS, BRASS & IRON FOUNDERS, &c., NESS IRON WORKS.

TAVING This Day commenced Busi-NESS, are ready to undertake Work of the above Descriptions under the Supergision of an Expenienced European. Orders executed with the utinost despatch and at moderate terms.

ENGINE ROOM STORE, WEST POINT, Hongkong. 24th September, 1883.

T frequently occurs that from damp or otherwise Good TEA is spoiled from the fact of being musty, mouldy, unpalatable to Foreigners' taste and unfit for their

This refuse Tea the Lady Superioress of the Italian Convent now comes forward and begs the Lantes and GENTLEMEN to let per have for her numerous Chinese pupils, J.B. N.B. -NO EXTRA CHARGE FOR for whom the sole beverage of luxury is Tea. Hongkong, September 10, 1883.

FREDERIC ALGAR. COLONIAL, NEWSPAPER & COMMIS-

SION AGENT, 11, Clement's Lane, Lombard Street,

FITHE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

ROTICE TO SHIPPERS. Colonial Newspapers received at the office are regularly filed for the inspection of Advertisors and the Public.

Intimations.

NOTICE TO MEMBERS.

IT having been found impracticable to make a Correct Carazogue of the Crun Laurany without Calling in the BOOKS and CLOSING the ROOM for about ONE WEEK, MEMBERS are particularly requested to RETURN ALL BOOKS in Circulation, on or before the 15th November instant. No Works will be issued after the 12th November.

Any STRAY WORKS OF ODD VOLUMES beonging to the CLUB, if returned, will be thankfully received, and Books taken out and not returned will be Charged to the MEMBERS in whose Names they are entered. By Order of the General Committee,

A. O'D. GOURDIN. Acting Becretary. Hongkong, November 6, 1883.

CHINA TRADERS' INSURANCE COMPANY, LIMITED. NOTICE.

FITHE Undersigned has This Day resumed his duties as SECRETAY of the Com-By Order.

W. H. RAY, Secretary. Hongkong, November 12, 1883.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO DAILY BOARDERS.

TINTIL further Notice the CHARGES now prevailing will be CONTINUED after the 1st Proximo. By Order of the Directors,

LOUIS HAUSCHILD.

Hongkong, November 8, 1883.

Good BOOKKEEPER, who has a few | Ladies' and Children's HOSIERY suitable for the Present Station. A spare hours in the early morning, would be glad to take Charge of a Set of Accounts. Terms very moderate, Address "M. M., R.,"

o/o. China Mail Office Hongkong, August 24, 1883,

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

Second and Final BONUS of Five A per cent. on Contributions, and a DIVIDEND of EIGHTERN DOLLARS and TWENTY-NINE CENTS per Share for the year 1882, will be Payable on MONDAY, the

By Order of the Board, DOUGLAS JONES,

Acting Secretary. Hongkong, October 22, 1883.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE THIRD CALL of £10 Sterling per SHARE on the 20,000 SHARES, NEV ISSUE of this Corporation, will fall due on the 30rm September Current, in London, Calcutta, Bombay, Shanghai and Hongkong REGISTREED SHAREHOLDERS entitled NEW SHARES, are requested to Pay, a the respective OFFICES, the above Call or its equivalent in the Currency of the abovementioned places.

PROVISIONAL CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank. HOLDERS OF PROVISIONAL CERTIFICATES, when paying this Call, will please send same

to this Office to be endorsed. The Rate of Exchange for Hongkong i fixed at 3/- 77d. or \$54.70 per Share. INTEREST at the Rate of 7 % per Annum will be Charged on Calls unpaid on the SOTH SEPTEMBER.

By Order of the Court of Directors, T. JACKSON, Chief Manager

Hongkong, September 12, 1883.

HONGKONG ICE COMPAN LIMITED.

NOTICE

and after the 1sr October, th PRICE of ICE will be REDUCED

JARDINE, MATHESON & Co., General Managers. Hongkong, September 15, 1883.

MRS. P. SMITH, PRIVATE TIFFIN ROOMS

Nos. 8 & 9, Beaconsfield Arcade. TEALS & REFRESHMENTS AT ALL HODRS

IN ROOMS, BILLIARD ROOM,

READING ROOM.

THE USE OF READING AND BILLIARD ROOMS.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to MES. P. SMITH. On the Premises, Beaconsfield

Hongkong, October 18, 1883.

Mr. Andrew Wind, NEWS AGEST, &c. 133; NASSAU STREET, NEW YORK; is authorized to receive Subscriptions.
Advertisements, &c., for the China Mail,

Overland China Mail, and China Review.

For Sale.

HAVE RECEIVED THE POLIOWING

Hisk's "DUPLEX" TABLE LAMPS in New Designs, New FOLDING LAMP SHADES, LINEN "DAGMAR" SHADES. "SARATOGA" TRUNKS and Lames DRESS TRUNKS, TRAVELLING BAGS and HOLD ALLS, DESPATCH BOXES and PORTFOLIOS.

New "SLIDER" PLAYING CARDS, "MOGULS" and "SQUEEZERS," CALL BELLS, SCRAP BOOKS, New OFFICE SUNDRIES. CHRISTMAS CARDS in New Prize Designs, MENU and NAME CARDS. PORCELAIN MENU TABLETS. ARTISTS' MATERIALS and New CANVASES, AIR BEDS and CUSHIONS.

CHRISTY'S FELT-HATS in New Shapes and Colours, Ellwood's FELT-HATS on Cork. CRICKETING CAPS and " TAM-O-SHANTER " CAPS. TENNIS SETS, TENNIS BATS, TENNIS BALLS, CRICKET BATS BALL and STUMPS, GUNS and SPORTSMAN'S SUNDRIES. COPE'S TOBACCOS, Fresh GOLDEN CLOUD, Fresh BIRDSEYE and MIXTURE. MANILA and PENANG CIGARS.

New SADDLERY, WHIPS and FLY SWITCHES, CURRY COMBS and BRUSHES, SADDLES and SADDLE-CLOTHS. LANE. CRAWFORD & Co.

Hongkong, October 24, 1883.

SAYLE & Co.'s SHOW-ROOMS.

NOW SHOWING EX S.S. "GLENFRUIN."

DIRST delivery of CHRISTMAS TOYS, WRITING CASES, WORK BOXES, BLUSH FRAMES, JEWEL CASES, &c., &c.

LADIES' and GENTLEMEN'S KID GLOVES in all Colours and Sizes, Fur-lined KID GLOVES. DRIVING GLOVES. -

CLOTH GLOVES, and

FURS and FUR TRIMMINGS in great variety

TO ARRIVE PER "GLENEAGLE."

SAYLE & Co.

VICTORIA EXCHANGE. Hongkong, November 2, 1883.

Intimations.

For Sale. PUBLICATIONS NOTICE. THE Undersigned have been appointed Agents of the CHINA SHIPPERS'

WARRANTS may be had on application at MUTUAL STEAM NAVIGATION COM-the Opyror of the Society on and after that PANY, LIMITED. ARNHOLD, KARBERG & Co. Hongkong, October 20, 1883. CHINA FIRE INSURANCE COM-

> PANY, LIMITED. Adjustment of Boncs for the Year 1882.

HAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year. to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsenert Claims or Alterations will be allowed. By Order of the Board.

JAS. B. COUGHTRIE, Secretary.

Hongkong, September 1, 1883.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA GENTRAL

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS,

&c., &c., &c. Hongkong, May 1, 1882.

GENTLEMAN who has had long and varied Experience in COMMERCIAL Business and is quite competent to take charge of BOOKS, CASH, CORRESPONDENCE or the GENERAL MANAGEMENT of an Office is open to a re-engagement in China, at the end of the year Unexceptionable References. - Address "DELTA," Post Office, October 23, 1883.

For Sale.

FOR SALE CHEAP.

TIVE Hundred to Six Hundred Tons

COKE and COAL TAR, in lots to suit, from one ton upwards. CHOY CHEW,

230, Praya West. Hongkong, June 18, 1883. RODERICK DHU WHISKY.

Pure, Fine-Flavoured Blend, Equal in A Bouquet and Style to the Finest FRENCH BRANDY.

Sole Agent, Hongkong,

C. L. THEVENIN. Hongkong, October 19, 1883. 19ja84 FOR SALE.

JULES MUMM & OHAMPAGNE, GIBB, LIVINGSTON & Co.

PHLET FORM, and is now on Sale,-Price, 30 Cents.

Hongkong, October 3, 1883.

DY JOHN CHALMERS, MA., LLD. to be bought of LANE, CRAWFORD & Co. and KELLY & WALSH.

Structure of Chinese Characters,\$4.00. no20 Cantonese Dictionary 3.00. Concise K'anghi, half calf,...... 5.00 The Question of Terms, 1.00, Origin of the Chinese,...... 1.50, LONDON MISSION, Hongkong, May 16, 1883.

> FOR SALE. OOD BORDEAUX CLARET I in cases of I doz. Quarts at, \$3,50. WOLFE SCHIEDAM SCHNAPPS

Also, some PRIME HOLLAND JEN EVER in Stone bottles, and some POMERANZEN BITTERS. Double Barreled Breach Loading GUNS RIFLES, REVOLVERS, CARTRIDGES

and SHOT, &c., &c., &c. J. F. SCHEFFER, 21 and 23, Pollinger Street. Hongkong, August 16, 1883.

C. L. THEVENIN. WINE AND SPIRIT MERCHANT. HONGRONG HOTEL BUILDING,

Fine Assortment of WHITE and RED BURGUNDIES -GRAND HERMIT AGE, CHAMBERTIN, POMMARU, RICHEBOURG, CHABLIS, Pints and Quarts, &c., &c. OLD PORT, SHERRY, WHISKEY COGNAC, Assorted LIQUEURS and SY RUPS; PERFUMERY, &c., &c., &c. Hongkong, October 17-11883.

HAS FOR SALE

NOW ON SALE. CHINESE DICTIONARY CANTONESE DIALECT

> DR. E. J. EITEL CROWN OUTAVO, PF. 1018. Hongkong, 1877-1883.

Part II: 83.00 Part III. Part IV. T-Y, ... A Reduction of ten per cout, will be

allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's boos, so that its usefulness is by no means confined to the Cantonese Dislect, but the work is a practically complete Thesaurus of and expense, the whole Written Language of China, anclent and modern, as used all over the Empire, whilst its introductory chapters

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

PUBLIC AUCTION

ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, PIANO &c.

Auctions.

FITHE Undersigned has received instructions to Sell by Public Auction, on FRIDAY,

the 16th November, at 2 p.m., at No. 5 West Torrace, the Residence of Captain . THE WHOLE OF HIS ENGLISH & CANTON-MADE

HOUSEHOLD FURNITURA comprising:-CHETONNE-COVERED DRAWING-ROOM SUITE. ENGLISH-MADE CENTRE TABLE. WHATNOTS, OIL PAINTINGS, FENDERS and GRAND PIANO, by CHICKERING.

ENGLISH-MADE OAK SIDEDOARD, EXTEN-SION DINING TABLE, CHAIRS, DINNER WAG-GON, PLATED GLASS and CROCKERY WARE, &c. &c. IBON BEDSTEADS, MATTRESSES. &c., CHEST OF DRAWERS, WARDROUES, MARBLE-TOP: WASHING STAND, DRESSING TABLE,

RUGS, LACE CURTAINS, DAVENPORT, PIO-BATH TUB with SHOWER APPARATUS, &c. Flowers in Pore. &c. Catalogues will be issued previous to the

The above will be on view on Thursday, the 15th November, 1883.

TERMS OF SALE, -As customary. G. R. LAMMERT. V-Auctioncer.

Hongkong, November 9, 1883. - PUBLIC AUCTION

JAPANESE & COREAN PORCELAIN WARE, CURIOS, &c., &c. THE Undersigned will Sall by Public

SATURDAY. the 17th November, 1883, at 2 p.m., at hi Sales Rooms, Peddar's Wharf,-A LARGE AND FINE COLLECTION OF Japanese & Cobean Porcedain WARE.

Auction, on

comprising :--SATSUMA, YENDO, KAMOA hid MEACO VASES, THUBOS, CORAS PLATES, DISHES TEA SETH CUPS, ORNAMENTS, COREAN Vases and Tsusos, &c. BRASS and PORCELAIN ENAMETTED JARS.

VASES, BOWLS, PLATES, INCENSE BURNERS BRONZES, CLOISONNES, &C. SILE EMBEOIDERED and PAPER SCREENS, LACQUERWARE, CURIOS. Cotalogues will be issued previous to the

Sale, and the Articles will be on view on Friday, the 16th November. TERMS OF SALE. -- As oustomary. G. R. LAMMERT

Hongkong, November 13, 1883.

TO LET. THIS NEE VILLA" PORROGLUM D Furnished.

To Let.

No. 4, SEYMOUR TERRACE Apply to DAVID SASSOON, SONS & Co. Hongkong, November 7, 1883.

MODOWNS-TOLET PRAYA EAST AND WANCHAI ROAD. For Particulars, apply to SIEMSSEN & Co.

Hongkong, April 26, 1882.

TO LET. THE PREMISES now compled by us, No. 11, QUEER'S ROAD CENTRAL. For further Particulars apply to Mesara.

GEO. R. STEVENS & Co. Hongkong, August 1, 1883.

Notices to Consignees. NOTICE TO CONSIGNEES.

KOBE AND NAGASAKL CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature. and to take immediate delivery of their Goods from slongside. Cargo impeding the discharge or remaining on board after SATURDAY, the 10th

"KUMAMOTO MARU," FROM

No Fire Insurance will be effected. H. J. H. TRIPP. Agent, Mitau Bishi Mail S. S. Co.

Hongkong, November 9, 1883. * nol6

Instant, will be landed and stored at Con-

signess risk and expense.

NETHERLANDS INDIA STEAM NAVIGATION. COMPANY., LIMITED. FROM BATAVIA AND SAIGON.

Imperial Dictionary, contains all Chinese THE Steamship Compto having arrived characters in practical use, and while alphabetically arranged according to the sounds of Cargo are hereby requested to send in the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunt for countersignature, and to take immediation of all characters explained in the chate delivery of their Goods. Cargo impeding the discharge will be at once landed and stored at Consigness risk

> JARDINE, MATHESON & Co., Hongkong, November 12, 1883.

(In English and Chinese.) of Ladies and Gentlemen, can now be had at this Office. - Price, \$1 each. CHINA MAIL Office.

FOR SWATOW/AND BANGKOK THE SCOTTISH ORIENTAL STEAM

SHIP COMPANY TIMIPED The Company's Steamer Capt. J. Jonnow, will be

For Freight or Passage, apply to YUEN FAT HONG, Agents, Hongkong, November 12, 1883.

Ports on THURSDAY, the 15th Instant, et 200 MARITIMES. For Freight or Passage, apply to

Hongkong, November 13, 1883. DOUGLAS STEAMSHIP COMPANY, LIMITED.

RUSSELL & Co.

FOR SWATOW, AMOY & FOOGHOW. The Co.'s Steamship Capt. M. Young, will be despatched for the above Ports on THURSDAY, the 15th last., at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIR & Co.,

Hougkong, November 19, 1883. INDO: OHINA STEAM NAVIGATION COMPANY, LIMITED FOR SHANGHAL

General Managers.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, HANKOW and Ports on the YANGTEZE.) For Freight or Passage, apply to JARDINE, MATHESON & Co. General Managers.

Hongkong, November 12, 1883. FOR SHANGHAI. (Taking Cargo & Passengers at through rates, for CHEFOD, HANKOW and Ports .. on the YANGTSZE. The Steamship

Captain Sommers, will be despatched as above on "Glenartney," or about the 17th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, November 13, 1883.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANALI The Co.'s Steamship Captain Ritzy, will be despatched on or about

the 17th Instant For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, November 1, 1883.

SHIRE LINE OF STEAMERS. FOR YOKOHAMA AND HIOGO. The Steamship Richard, Commander, expected here on orabout

the 18th Instant, will have immediate despatch for the above Ports. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, November 12, 1888. CHINA NAVIGATION COMPANY

LIMITED.

FOR SYDNEY AND MELBOURNE

Calling at PORT DARWIN & QUEENS! LAND PORTS, and taking through Cargo to NEW ZEALAND.) The Steamship

Hothow,
Captain Varous, will be
despatched as above on or about the 20th November. This Vessel has unusually good Cabin

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, November 3, 1883.

Accommodation, upon the upper deck.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENS-LAND PORTS; and taking through Cargo to NEW ZEALAND, NEW CALE DONIA, TASMANIA and FLJI.) .fu. The Eastern and Aus. tralian Steamship Co.'s Steamer

CIBB, LIVINGSTON & Co. ... Por Freight apply to Hongkong, November 12, 1883.

Dard befrom ASteamers.

NOTICE OH Hame COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS

G. DE OHAMPEAUX,

DUBAN BUEAMBHIR COMPANY. FOR LONDON WIA SUEZ CANAL The Co.'s Steamship Captain Edwards, will be despatched on or about

Hongkong, November 12, 1883. FOR LONDON AND HAMBURG, VIA

For Freight or Passage, apply to

Hongrong November 10, 1883. FOR LONDON VIA BUEZ CANAL. The Steamship Captain Nonman, will be despatched as above on or about the 26th Instant.

JARDINE, MATHESON & Co. Hongkong, November 12, 1881. OCEAN STEAMSHIP COMPANY.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

the Australasia, China, Japan AND STRAITS STEAMSHIP COM-PANY LIMITED. FOR SYDNEY MELBOURNE AND

LAND PORTS, and telent through Card NEW ZEALAND and TABMANIAN PORTS, NEW CALE. LONIA and RIJL) Captain Done, will be despatched as above on CUESDAY, the Ath Docember, at 4 p.m.

THE WHEN THE CO.,

Sailing Vessels. FOR LONDON. The A-1 British Barque

For Freight, apply to RUSSELL & Co. Hongkong, November 8, 1883.

FOR NEW YORK. The 3/3 D.1.1. German Ship
"Gostop of Oscar,"
SEEMANN, Master, will load
lieve for the Shoys Port, and will have quick despatch. For Freight, apply to ...

FOR NEW YORK. The 3/3 L.1.1. German Ship

there for the showe Port, and will have quick despatch.

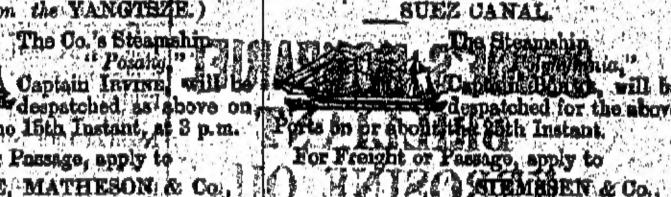
Hongkong, November 1, 1883.

Capt. S. G. GREEN, will be despetched above on THURSDAY, the 22nd Inst., at Parcels (all of which must be sent to our no19 Office) will be received up to 4 p.m. on Contents and value of the Packages must be declared.

YOKOHAMA shortly after the arrival of the next French Mail from En

Hongkong, November 0 1883

the 24th Instant Free Victor For Freight or Passage, apply to BUTTERFIELD & SWIRE,



This Steamer has superior Cabin Accounmodation, and carries a Doctor, and Stewardess. For Freight or Passage, apply to

EOR LONDON VIA SUEZ CANAL The Co.'s Steamship

Leemachus,

Captain Jores, will be despatched on or about the 26th Instant.

Hougkong, November 12, 1883.

ADELAIDE Calling at PORT DARWIN & QUEENS-

For Freight or Passage apply to

General Managery Hongkong, November U, 1883.

Knower Master, will load here for the above Port, and will have quick despatch.

RUSSELL & Co. Hongkong, October 20, 1883.

FORTMANN, Master, will load

serve the purposes of a philological guide Hongkong, November 1, 1881. A Supplement, arranged for being bound WASHING BOOKS. and used by itself, and containing a List THE REPORT OF THE TRIAL OF of the Radicals, an Index, and a List of For Freight or Passage, apply to LOGAN AT CANTON that appeared in of the Radicals, an Index, and a List of the China Mail has been printed in PAM. Surnames, will be published and sold TITASHERMAN'S BOOKS, for the use

KEROSINE OIL.

COCOATINA.

VAN HOUTER'S COCOA. Lemnic's & Erp's COCOA. PRENCH PLUMS. PATE DE FOIE GRAS.

MINCEMEAT. SAUSAGES. BRAWN. DANISH BUTTER.

SPARTAN

ENGLISH OUTLERY. ELECTRO-PLATE CROCKERY & GLASS WARE.

CLARETS-CHATEAU MARGAUX CHATRAU LA TOUR, pints & quarts. BREAKFAST CLARET, " SHERRIES & PORT-SACCOME'S MANZANTLLA & AMON-TILLADO BACCONE'S OLD INVALID PORT

HUST'S PORT. BRANDY, WHIERY, LIQUEURS, &c.-1 and 3-star HEBNESSY'S BRANDY BISQUIT DUBOUGHE & Co.'s BRANDY. FIXER OLD BOURBON WHISKY. KINGHAN'S II. WHISKY. ROYAL GLENDEE WHISKY. BOOKD'S OLD TOM. E. & J. BURKE'S IRISH WHISKY. ROSE'S LIME JUICE CORDIAL. NOMEY PEAR & Co.'s VERMOUTH BANBIN'S GINGER BRANDY. EASTERN CIDER. CHARTREUSE MARASCHINO. CURACAO.

BASS'S ALE, bottled by CAMERON and GUINNESS'S STOUT, bottled by E. & HK. & Wh'pos J. BURKE, pints and quarts. DRAUGHT ALE and PORTER, by the ALE and PORTER, in hombeeds.

ANGOSEURA. BOKKE'S and ORANGE

SPECIALLY SELECTED

Fine New Sesson's CUMSHAW TEA, in 5 catty Boxes. BREAKFAST CONGOU @ 25 cents p. th.

MINER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices. Honghong, July 10, 1883.

Mails. Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND BOUTH AMERICA. AND EUROPE. THE OVERLAND RAILWAYS.

TLANTIO & OTHER CONNECTING STEAMERS.

THE S. S. OCEANIC will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on SATURDAY, the 17th November, at Connection being made at Yokohama.

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the

day previous to sailing. RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within ale months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fores from China and Japan to.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo; should be sent to the Company's

Offices addressed to the Collector of Customs, San Francisco. For further information as to Freight or Pessage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

Hongkong, October 27, 1883.

F. E. FOSTER.

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA PORT SAID, SYRIAN PORTS. MAPLES: MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BOMBAY.

N TUESDAY, the 20th November, 1883, at Noon, the Company's PEIHO, Commandant LAFONT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and acsepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until Noon of 19th November.

Cargo will be received on board until .m., Specie and Parcels until 3 p.m. on the 19th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at Company's Office. G. DE CHAMPEAUX,

Hongkong, November 9, 1883.

NEWS FOR HOME.

The Overland Ohina Mail.

(The older Overland Paper in China.) PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL

Containing from 72 to 84 columns of closelyprinted matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary. Subscription, 50 cents per Copy (postage paid 52 cents.) \$17 per annum (postage paid \$12.50.)

with Local, Shipping, and Commercia Orders should be sent to GEO. MURRAY Barr, China Man Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves. Terms of Advertising, same as in Daily

Ohina Mail.

HK. and B'hai

China Traders'

STRAM O'PANIES.

HR. C. and M.

Indo - China B.

China & Manils

S. S. Coy., Lt.

HK. and China

Hkong Hotel.

Hkong Bakery

LOANS.

China Sugar Co. 9,000 8

H'kong Ice Co. 1,250 \$

Yangtaza Ins. ... 1,200 Th.

Insurance..... 24,000 \$

C'ton Ins. Office 10,000\$

Chinese Ins. Co. 1,500 \$

HR. Fire Ins ... 8,000 \$

China Fire Ins. 20,0008

Steamboat.... 8,000

Nav. Co..... 120000 £

Entertainment.

Insurances.

LANCASHIRE INSURANCE

COMPANY:

(FIRE AND LIFE.)

CAPITAL. -Two MILLIONS STEELING

THE Undersigned are prepared to grant

If required, protection will be granted

Hongkong, January 4, 1867.

against FIRE at Current Rates.

Hongkong, January 1, 1882.

ARNHOLD, KARBERG & Co..

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed

prepared to grant Insurances as follows :-

Marine Department.

Policies at current rates, payable either

here, in London, or at the principal Ports

Fire Department.

Policies issued for long or short periods at

· Life Department.

Policies issued for sums not exceeding

NOTICE.

QUEEN FIRE INSURANCE COM-

THE Undersigned are prepared to acco

Risks on First Class Godovins at

THE STRAITS INSURANCE COM-

PANY, LIMITED.

THE Undersigned having been appointed

Hongkong, November 5, 1883.

cluding postage to Coast ports.

THE CHINESE MAIL

THIS paper is now issued every day.

The subscription is fixed at Four

Dollars per annum delivered in Hong.

kong, or Seven Dollars Fifty Cents in-

It is the first Chinese Newspaper ever

issued under purely native direction. The

chief support of the paper is of course

amongst whom also are to be found the

The projectors, basing their estimates

upon the most reliable information from

the various Ports in Clina and Japan,-

from Australia, California, Singapore, Po-

nang, Saigon, and other places frequented by

the Chinese, consider themselves justified

in guaranteeing a lorge and ever-increasing

circulation. The advantages offered to ad-

vertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

The field open to a paper of this descrip

tion conducted by native efforts, but

progressive and anti-obstructive in tone-

is almost limitless. It on the one hand

commands Chinese belief and interest,

while on the other it deserves every sid

that can be given to it by foreigners.

Subscription orders for the above may be

GEO. MURRAY BAIN,

China Mail Office.

Nov, 14, 1883,

Last Di Closing Quo-vidend. tations, Cash.

Like English journals it contains Editorials,

News and Advertisements.

Account.

350 Tl. 350 Tl. 538, 235 Tl. 3,059.76 . 18 % Tl. 1015

600.000 \$ 107,411.65

861.000 8 250.732,56

506.127.77

500,000 \$ 106,366.49 \$3.60 and \$74

5,895.56 88

June30 Dec31

Feb. 28 Ag. 31

April & Oct.

Jne16&Dc.10

EDWARD GEORGE, Share Broker.

Debit balance

SHARE LIST. -QUIOTATIONS.

125 8 125 8 3,108,336 8

Union Ins. Soc. 2,000 8 1,250 \$ 125 8 500,000 8 \$576,391.00 8 18:20+ \$620

Nth.-Chica Ins. 1,000 Tt. 2,000 Tt. 600 Tt. 400,000 Tt. 230,464.77 Tt. 75 Tt. 1400 p. sh.

1008 1008 15,2508

Interest

For 6 months to 80th June. + Dividend for 1882 and Bonus of 25 per cent. - 1 To 80th April

1888 .- T For year 1881.- | For half year endy A 80th June 1883.

derived from the native community,

guarantors and securities necessary

place it on a business and legal footing.

ARNHOLD, KARBERG & Co.

PANY.

per cent. net premium per annum.

Hongkong, May 10, 1881.

HOLLIDAY, WISE & Co.

NORTON & Co., Agenta.

of India, China and Australia.

urrent rates

£5,000 at reduced rates.

Hongkong, July 25, 1872.

Agents for the above Corporation are

HE Undersigned, Agents of the above

Company, are authorized to Insure

GILMAN & Co.

Agents, Hongkong & Canton.

POLICIES against the Risk of FIRE on

CITY HALL, HONGKONG:

THE LOFYUS TROUPE! THE LOFTUS TROUPE !! THE LOFTUS TROUPE

Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of THE Repertoire of the above Company Vessels in Harbour, at the usual Torms is now on yow at Mesars. Kelly & WAISH'S. It contains Eighteen Pieces, from -Proposals for Life Assurances will be rewhich intending Subscribers are respectfully ceived and transmitted to the Directors requested to select the Twolve they wish to see performed, the Management to be guided by the majority, in order to give first class Lives up to 21000 on a Single

For Rates of Premiums, forms of pro-posals or any other information, apply to THE PERFORMANCES reill commence about the 22nd of this month, November, GILBERT AND SULLIVAN'S WORLD-FAMED

PIRATES OF PENZANCE! PIRATES OF PENZANCE! PIRATES OF PENZANCE! BARTLEY O'BRIEN,

Hongkong, November 6, 1883.

Not Responsible for Debts.

Teither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkony Harbour :-Comer, German ship, Capt. D. Siegener.

Elsz, German brig, Captain R. Brinckmeier. -- Captain. HAYDN BROWN, Amor. barque, Capt. C.

Havener.—Russell & Co. LILLY GRACE, Hawaian barque, Captain Samuel R. Hughes,-Russell & Co. Mount LEBANON; Brit, barquetine, Capt. Nelson -Rozario & Co.

ONEIDA, American khip, Capt. Benjamin Carver Russell & Co. SACHEM, American ship, Captain J. W. Small.—P. & O. S. N. Co.

JUST RECEIVED CIT. JACOB'S OIL. HOP BITTERS.

ELECTRIC HAIR BRUSHES. HONGKONG DISPENSARY. Hongkong, September 24, 1883.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TITHE "KIUNGCHOW" will be with-

drawn from the Hongkong-Canton Line for a short time, commencing TO-AGENTS for the above Company are MORROW (THURSDAY), the 15th Inst., prepared to GRANT POLICIES on MARINE and will run between Macao and Canton, RISKS to all parts of the World, at current leaving Micao on MONDAYS, WEDNES. DAYS and FRIDAYS, at 7.30 a.m., and CARTON OF TUESDAYS, THURSDAYS and SATURDAYS, at 8 a.m. By Order,

P. A. DA COSTA. Secretary. Hongkong, November 14, 1883.

PUBLIC AUCTION. THE Undersigned has received instruc-

tions to Sell by Public Auction, on SATURDAY, the 17th November, 1883, at 2 p.m., at his

Sales Rooms, Queen's Road,-AN INVOICE OF JAPANESE CAMELIA PLANTS,

AN INVOICE OF JAPANESE FLOWER POTS. TERMS OF SALE. -As customary.

J. M. ARMSTRONG, Auctioncer. Hongkong, November 14, 1883.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). The Co.'s Steamship " Esmeralda, despatched for the above Captain WRIGHT, will be Port on SATURDAY, 17th Inst., at 5 p.m. For Freight or Passage, apply to

RUSSELL & Co., General Managers. Hongkong, November 14, 1883. DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW AND AMOY. The Co.'s Steamship Hailoong. Capf. F. Asston, will be despatched for the above Ports on SUNDAY, the 18th Instant, at The Davlight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, November 14, 1883.

DOUGLAS STEAMSHIP COMPANY LIMITED. FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship despatched for the above Ports on TUESDAY, the 20th Instant, at Daylight. For Freight or Passago, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, November 14, 1883. UNION LINE.

FOR YOKOHAMA AND HIOGO. The Steamship Mosser. Capt. Longley, due on or about the 21st Inst., will have immediate despatch for the above

For Freight or Passage, apply to

RUSSELL & Co. Hongkong, November 14, 1883.

To-day's Advertisements.

FOR SHANGHAL The Steamship Capt. HEUERMANN, will be despatched for the above Port TO-MORROW, the 15th Inst. at 4 p.m.

For Freight or Passage, apply to STEMSSEN & Co. Hongkong, November 14, 1883. note

SHIPPING.

ARRIVALS. Nov. 14, Alwine, German steamer, 400, F. Thiesen, Macao Nov. 13, Ballast. WIELER & Co.

Nov. 14, Posang, British steamer, from Nov. 14, Miramar, British steamer, 891, E. G. Duggua, Swatow Nov. 13, General. -BUN HIN CHAN. Nov. 14, Pensacola, U. S. frigate, 3,000,

Honry Erben, Nagasaki Nov. 5. Nov. 14. Gesine Brons, German barque, 400, Laarmann, Swatow Nov. 10, Ballast. WIELER & Co. Nov. 14, Gerrase, British steamor, 417, G. H. Jones, Swatow Nov. 13, Sugar.

WIELER & Co. Nov. 14, Fu-po, Chinese gunboat, 800, Le Mun-king, Foochow Nov. 12.

> DEPARTURES. Yungching, for Shanghai. 14, Petersburg, for Singapore, &c. 14, Arratoon Apear, for Singapore

Penang, and Calcutta. 14. Moray, for Singapore, Penang, and Calcutta. 14, Compta, for Swatow and Amoy. 14, Agamemnon, for Amoy, &c.

CLEARED. Hainan, for Hoihow. Ping-on, for Hoihow, &c. Miramar, for Singapore, &c. Taichiow, for Swatow, &c. Kwanatung, for Coast Ports. Activ, for Hoihow, &c.

PASSENGERS. ARRIVED. Per Miramar, from Swatow, 400 Chinese

Per Kumamoto Maru, for Nagasaki, &c., Mexars Bierre and Richardsen, I European, 4 Chinese, and 1 Japanese. Per Liban, for Marsvilles, Mr and Mrs Scharrer, and Mr Ho Ayeong ; for Colombo, Dr F. Hartmann ; for Saigon, 12 Chinese. Per Yungching, for Shanghai, 37 Chi-

Per Petersburg, for Singapore, &c., 240 Per Arratoon Apear, for Singapore, &c., Per Moray, for Singapore, &c., 226 Chi-

Per Compta, for Swatow and Amoy, 20 Per Agamemnon, for Amoy and Shanghai, TO DEFART.

Per Hainan, for Holhow, 40 Chinese. Per Ping-on, for Heihow, &c., 12 Chi-Per Miramar, for Singapore, &c., 420 Per Taichiow, for Swatow, &c., 1 European, and 150 Chinese. Per Kwangtung, for Coast Ports, 200

SHIPPING REPORTS.

POST OFFICE NOTICES. MAILS will close:

For STRAITS SETTLEMENTS. Per Miramar, at 9.30 a.m., on Thursday, the 15th inst. For SHANGHAL -Per Peking, at 3.30 p.m., on Thursday,

the 15th inst. For SAIGON .-Per Electra, at 5 p.m., on Thursday, the 15th inst., instead of as proviously

For NAGASAKI, HIOGO, AND YOKO-Per Zumbesi, at 11.30 a.m., on Friday, the 16th inst

For MANILA .-Por Esmeralda, at 4.30 p.m., on Saturday, the 17th inst. For PORT DARWIN, THURSDAY IS COOKTOWN. BRISBANE, SYDNEY, bungalow, was this morning committed for MELBOURNE, & ADELAIDE .--Per Suez, at 3.30 p.m., on Tuesday, the

be despatched on SATURDAY, the regiment will play a selection of music on ceased, whom he knew by sight. He Honolulu, Peru, &c., which will be the 17th inst., commencing at 1 p.m. closed as follows :-2.15 P.M. Registry ceases.

Post-Office closes, but Correspendence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET .-French Contract Packet Pei

will be despatched on TUESDA the 20th November, with Mails to United Kingdom, Europe, and places beyond, rid Naples; to Saigon. Straits Settlements Batavia, Burmah, Ceylon, India (vià Madras), the Australasian Colonies, Aden, Egypt, Malta, and

the Mails, &c. HOURS OF CLOSURG

THE FRENCH MAIL. Capt. S. Ashron, will be The following hours are observed in closing Mails, &c., by the French Contract Packet :--Day before departure (or Saturday if the departure be on Monday),-P.M. -- Money Order Office closes.

> NIGHT Box, which is always open out of Office hours. Day of departure,-A.M.-Post Office opens. A.M. -Registry of Letters ceases. Posting of all printed matter and patterns ceases,

Post Office closes, except the

A.M. - Mails closed, except for Late 11.10 A.M.—Letters may be posted with Late Fee of 10 cents until 11.30 A.M. - When the Post Office closes

on board the packet with Mato Fee of 10 cents until time of

MEMOS. FOR TO-MORROW. Shipping. Daylight -Taichioto leaves for Swatow

Daylight -Kicanglung leaves for Daylight.—Ping-onleaves for Huikow 3 p.m.—Posang leaves for Shanghai 4 p.m. Pelcing leaves for Shanghai.

General Memoranda. FRIDAY, November 16 :- 1 2 p.m. - Cricket Match. 2 p.m.—Auction of Household Furnitu Ac. 35 No. 5, West Terrice.

SATURDAY, November 17 2 p.m. - Auction of Japanese and Corean Curios, &c., at Mr G. R. Lammert's 2 p.m.-Auction of Japanese Camelia Plants, &c. at Mr J. M. Armstrong's

THE HONGKONG DISPENSARY Established A.D. 1841.

乔踏大黎朋 A. S. WATSON & Co., AMILY & DISPENSING CHEMIST WHOLESOLE AND RETAIL DRUGGISTS, IMPORTERS ...

SUNDRIES. NURSERY REQUI SITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT, MEDICINES. MANUFACTURERS

Soda Water, Lemonado, Tonic Water, Gingorado, Potass Water, Sarsarparilla Water, and other Acrated Waters. Bir The Manufactory is under direct as continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commence

The China Mail:

HONOKONG, WEDNESDAY, NOVEMBER 14, 1885 REUTER'S TELEGRAMS.

(Per E. E. A. & C. Telegraph Co.'s Line 1 LONDON, November 12th, THE SERVIAN REBELLION. News has been received that the Servian troops have dispersed the insurgents.

LOCAL AND GENERAL

The next FRENCH MAIL, per the M. M. steamer Sindh may be expected arrive here on or about Sunday morning, the 18th instant.

The S. S. Glenartney left Singapore on the 10th instant : due here un or about the 17th instant. The D. D. R. steamer Massalia left Singapore on the 11th instant : due here on or about the 18th instant.

The S. S. Radnorshire left Singapore on th 12th instant : due here on or about the. 19th instant. The Austro-Hungarian Lloyds S. N. Co. steamer Medica left Bingapore on the 13th inst. : due here on or about the

The Union Line steamer Mossor left Singa. pore on the 14th inst.; due here on or about the 21st instant. THE S. S. Otto left the Aberdeen dock

20th instant

to-day. WE are glad to hear that H. E. the Governor

is recovering from the effects of his fall. THE Agent of the Messageries Maritimes Co. informs us that the Company's steamer Sindh, with the next French mail on board, left Saigon for Hongkong at noon to-day. THE Agents (Mesars, Russell & Co.) inform

us that the Union Line steamer Mosser left Singapore this morning for this port, and may be expected to arrive here on the 21st THE Sikh constable, No 536, who was charged with larceny from Mr da Costa's

trial at the next Criminal Sessions of the Supreme Court. MAILS BY THE UNITED STATES PACKET. - By kind permission of Col. Parnell and and F. M. X. de Figueiredo: An opi The United States Mail Packet Oceanic, will the officers of the "Buffs," the Band of the seller testified to kelling the opium to

Francisco, the United States, Canada, the Cricket Ground, on Saturday afternoon, not an opium smoker; this occasion WE have received from the North Borney Immigration Office here a copy of a procla-

mation, just made law in North Borner, creating an office of Protector of Chinese, and laying down the regulations for the management and employment of coolies in the country. The utmost protection appears mays that India is the land of jokes after to be afforded both to planters and coolies. We shall refer to the proclamation more fully on another occasion. THE little Chinese boy, Lo Ashin, who,

while engaged in scraping the wall of The usual hours will be observed in closing Messrs Melchers & Co's premises, missed his footing, and fell about thirty feet, died the same night from concussion of the brain, as was only to be expected from his appearance just after the accident. irrquest was held at the Civil Hospital today by the Coroner, Mr. H. E. Wodehouse and a jury composed of Mesars J. H. Maclehese, J. Duncan, and F. M. X. de Figue. was appropriated by the defendant. reido, and a verdict of accidental death We learn from private information that

M. de Chantie, A.D.C. of the French Go-4th inst. en route for Hue, to which place now admitted, and the bird at once a 11.40 A.M.—Late Letters may be posted they were to couvey an ultimatum from the pleaders shed teers, and the contest with Mate. they were to convey an ultimatum from the pleaders shed tears, and the bird teach Government to the King. This ultimate once restored to the happy home.

little effect that the signing of the recent troaty appears to have had. Phore is a report that the blockade of To southern ports has been raised. ust A severe typhoon raged at Quinks n during the night of the lat-2nd instant, beginning at 8 o'clock. The wind was very strong and veered from N.E. by E round to N.W. by W.

A concent will take place at the Temperance Hall to morrow evening. The Hon, E. L. O'Malley has kindly contented to preside, and the Hon. F. B. Johnson will also be present, and probably give a short address. Tickets can be obtained from Messrs Lane, Crawford & Co. The following is the

1. Planoforte Duer, "Beloction of Mar-Sono, Come into the Garden, Mand. Duer, "The Messenger Bird." 1 Song Love, I will love you ever. 5. FLUTE DUEL, 'Duet from Norma.'
6. Song, 'There's nothing like a bresting SOLO HARMONICAL A Selection.

8. Song. "Before the Shrines." 0. Planoroure Soto, "Polonaise." 10. Song, "From Rook to Rock." 12. Song, "The Free Lance:" 13. Violin Solo, "Selection." 14. Song & QUARTETTE, " Children Voices." 15. Sond, "The Distant Shore." 16. Soro, "Far Away. . The concert will commence at D p.m.

THE U. S. frigate Pensacola, Captain Erbon, anchored in the harbour early this morning. This vessel, which was for three years on the South Pacific station, has been ordered to cruise round the world on her way home. Her last port of call was Nagasaki, which she left ten days ago, making the voyage to Hongkong under sail, with the exception of steaming for twenty-four hours. The Pensacola will probably be decked on Saturday, and she expects to make stay of some 14 to 20 days before she leave our port for the South. Hor people speak in enthusiastic terms of their reception i Japan, and will probably carry away as pleat sant recollections from our barren rock. The U. S. Pensacola has a displacemen

of 3,000 tons, and carries an arms ment of twenty two guns. The following is the list of her officers :- Captail Henry Erben; Executive Officer Heyer man; Navigating Lieut: Hanfield; Lieut Moson and Machan Junior Lieut Underwood, Sharpe, J. Sherman, a Heath; Cadet Engineers McAllister sa Const; Assistant Engineer Worster; Cade Midshipmen Key, Blannin and Macgiben Pay-Director Parks : Chief Engineer Ha vey; Dr. Baldin; Marine Officer Torner Assistant Surgeon Lumsden; Warran Officers: Hardin (boatswain), Venable (gu ner), Whitehouse (carpenter), Warren (sal maker), and McMurray (paymester's clerk WHAT appears, prima facie, to have be

a case of suicide occurred yesterday in

large matshed built for coolies employ under a contractor, at the road works ne Jardine's Bazaar, Mak Asing, A until lately held the office of Governme scavenger, had been out, and returned about 10 a.m. and ordered his cook to breakfast. The latter went into former's room to get some rice for meal, and found his master just pour out a glass of gin. He was in the habit taking one every morning. Mak As went into the coolies' shed with the lique the cook followed but was ordered out, the last thing he saw was his mas putting one hand in his pocket. W breakfast was ready, the cook went to Mak Asing, and found him lying insensi on his bed, with something-like op oozing from his mouth. He at ence ca some of the coolies, and a search produ s pot which had contained opium. ceased had been talking queerly of and complaining of many (imaginary) ple walking about the room.

An inquest was commenced this at noon at the Civil Hospital before Mr H Wodehouse (Coroner) and a jury comp of Mesars J. H. Maclehose, J. Duc the first he had purchased any from witness, who supplied him with 1 ta mace, 7 candareens weight. The case adjourned until the 21st inst. at 10 : to enable the police to make forther quiries as to any motive for the act. THE Medias correspondent of an exch

and instances the case of a judge wh passing sentence of death upon a murd added to the usual formula as follow The sentence of the court is, that yo suspended by your neck till you be May the Lord have mercy upon your subject to appeal to the High Court."

judgment of Solomon, came up. sal Indian paper, before a certain m court the other day. The plaintiff gentlemen's cook, the defendant an of thief, and the chief witness-a The bird, it appears, was a great per plaintiff, having recognised the bird i bazaar, brought this suit. There was swearing on both sides, and much h from the gander. At last the raied that the gander should decide the for itself. The parties were ordered court, and the gander put upon the

timatum is probably in connection with the which it had been so ruthlessly abdud

vernor, accompanied by the same official's The defendant was then recalled an Doctor and Secretary, went on board the dered to take away the bird. M.M steamer Ilyssus, Captain Chaband, at sooner did he approach the table th Quinhon at 5 p.m. on the ovening of the der's atter abhorrence. The plainting

NOTES BY THE WAY.

Many of your readers doubtless noticed the beautiful glow which tinged western sky after the sun had set on Friday evening. The same phenomenon could be witnessed before the sun rose on the following morning. I happened to be out early, and the harbour, with its shipping, presented a most remarkable appearance with the ruddy hue cast upon it.

writer in the Australian papers, after refer- kind at the club in Wyndham Street. ring to this singular appearance of the noteworthy feature of the entertainment sky on successive evenings, goes on to was the military evolutions of a score say: "The other night as I was approach- strapping Germans armed with billiard cues. ing Victoria Bridge, a couple before me had I am told that the liquors were as good as halted to admire the levely flush of colour. the proceedings were jovial. He, I noticed, was pressing very close to her, after the fashion that has been in vogue so long, and as I approached I caught the low romark, 'Just like the blush on your cheek, darling, when ---. 'I passed them. At the other end two men were leaning on a fence, smoking stot.dly and

This may, I suppose, be regarded as a descent from the sublime to the ridiculous.

looking at the ruddy sky. 'Rum, ain't it?

Tom; said one, blessed if it ain't the

colour of old Billy -- a nose."

however, does not appear to have been very their lives. effective, because I notice that, after it was over, Sergeant-Major Clarke, in responding to a toast, said "there was a decided slackness in the ranks." I don't know if that gallant officer desired there should be a general ; "tightness" on such a convivial occasion; if he did, the Hougkong Volunteers are noted for the elacrity with which they obey the commands of their officers.

This alleged "slackness in the ranks appeared even less understandable to me when I went on to read that Lieutenant Moseley proposed the Corps should furnish a certain "gallant old gentleman with a new pair of unmentionables to make up for damage done by his exertions during the gnanceuvres.

Seriously, I am glad to see the Corpa showing signs of vigorous vitality, and trust the members will have many more such field days as the one on Saturday. with its healthful exercise and its pleasant termination

which I clipped from a Sydney paper, think | more readily obtained than in the Far East. of the two estranged and bleeding hearts again brought into union, the home again made happy, and realise that all this was offs cted by a newspaper for the small cash payme. at of 5s. :-

"Notice.—I, Mrs Gover, am sorry I left 30th instant to be able to shake the injured my husband and children. Sydney, June 30th instant to be able to shake the injured ing so hasty respecting my wife a debta.

Sydney, June 21st." glad to learn that Sir Georg Bowen is in We may anticipate seeing on the night of favour of a park being made of the moress the 30th a modified form a very modified in the Happy Valley, and that he intends form-of the scene on which Tam O' Shanbringing the metter before the nawly con- ter "glowred" in Alloa Kirk. stituted Legislative Council. No definite scheme has yet, I understand, been decided upon. It is a pity that the Valley is so far Volunteer Corps are very auxidus to know out of Hongkong, but it is a greater pity why the officers for the new battery were to allow such a beautiful spot to lie useless not elected in the same manner as were the and in an unhealthy state. I fear the pro- officers of the present existing battery. posed park will be too far away to be used certainly does seem curious that the former regularly for recreative purposes, but it will course was not followed; and I think a be at least a pleasant resort for the commu. would have been much more satisfactory

nevertheless get a public park.

Among the jokes that have appeared in Femels over the Franco-Chinese imbroglio, there is one which I am inclined to think came from Hongkong. At all events, heard it here months before it appeared i Punch. The joke I allude to appears as follows in the London paper :-

FRANCE TO CHINA .-"You Hanci me much."

I do not understand the dismal way in which the Shanghai papers write about the prospects of the electric light in the 'Model introduce the light into the Settlement may be more or less a failure, but electricity will assuredly be the illumining power of the I have no doubt - Why, the whole of London is now parcelled out among various olectric lighting companies, who are bent tropolis, but in supplying private consumers with the electric light. There are several reasons, which I have not space to deal with now, why electric lighting should be specially well adapted for illuminating purpos in the East. One of the chief of them is the absence of heat in the new light.

Dealing with this subject reminds me that Hongkong gas is very bad just now.

I-am glad to learn that the Volunteers and Police are at last to have a shooting range of their own. The range new being constructed at Kowleon for the use of these forces was really much needed.

There was a considerable sound of revelry by night at the German Club on Fri-I notice that the presence of the same day last. A great many of your readers glow in Australia, early in last month, has are I have no doubt, familiar with the excited considerable attention there. One proceedings of a social gathering of this

> The South Australian Government poses to levy a tax on bachelors. It is expected that the matter will go beyond proposal, and the Australian paper from which I glean the intelligence regards the idea as "consummate in impudence and colossal in stupidity." Evidently this critic of the proposal is a bachelor. I wonder what the ladies think of the idea. they be trusted to exercise female suffrage on such a question?

I was a witness of the accident which befell the Chinese boy at Messrs Melchers & I read with great interest your account Co.'s buildings on Monday, and I must say | former years, for charitable purposes of the brilliant manceuvres performed I am surprised that more accidents of this by our volunteers at Kowloon on Satur. nature do not happen in the Colony, seeing day afternoon, from the gallant repulse how much children are employed here in of the imaginary enemy advancing from dangerous work on buildings. They may Yau-ma-ti, to the determined attack made | be like cats, but I think the Government upon the dinner which wound up the pro- should prevent boys under a certain age coedings. This attack upon the viands, being employed on work which endangers

Failing wit, it is refreshing to find a little wisdom in the columns of your morning their best thanks. contemporary. I really do think the idea it promulgated the other day of having an | Mail." exhibition here is worth attentive consi- the "Government Gazette," have again to deration. I think Hongkong is excellently situated for an exposition, not of the world's Library. goods, but of those of the East, especially the Far East. This island occupies a central position in the Far East, with China, as attractive to many residents here as they Corea, Japan, the Philippines, Borneo, the Straits, and Siam around it. Not far off are India, and the Australian continent. Then we have fast steamships arriving here constantly from all these places, and from stood by visitors, as the old catalogue, all parts of the world. . Why should we not have an exhibition here? Industrial exhibitions can and are held with success even in half civilized Japan. I conceive that if an exhibition were held here, it would prove of great benefit to the commercial interests of Hongkong and the Far East, and surely the entrance money would go far towards covering the expenses of an exhibition, got up and managed on econo-There are some people who would decry migal principles. I do not know of any the blessings of the newspaper press. Let part of the world where a greater number them read the following two advertisements | of novel and interesting exhibits could be

I regret to hear of the accident to H. E. the Governor yesterday. Sir George is now approaching the age when he cannot afford Davis, Dennys, Ford, Hogg, to regard lightly accidents of this kind, but Livessy, Loong Yip, Mossop, Nelson, On, I hope he will be sufficiently well limb at St. Andrew's Ball.

Ball appear to be now in full swing. - The invitations have been sentout, and practices for the special dances have been commenced.

I hear that most of the members of the

THE CITY HALL.

The annual general meeting of the shareholders in, and subscribers to, the City Hall was held in the Library of the Institution this afternoon. There were present : Messrs F. B. Johnson (Chairman), W. H. Forbes, F. D. Sassoon, D. Ruttun jec, A. P. McEwen, H. L. Dalrymple, and H. L. Dennys, (Secretary).

The Chairman, in moving the adoption of the report, said that now the Legislative Council was re-constructed, and the Governor had shown a desire to do all he could for the benefit of the Colony and its institutions, he thought there need be little doubt they would get the Government grant back again for the City Hail before

Mr Forbes seconded the motion, which was carried unanimously. There was no other business.

The following are the report and accounts:

The last Annual Meeting was held on the 10th day of November, 1882. Committee .- Mr. W. H. Forbes, having returned to the Colony, has resumed his thoroughly examined, with the result seat on the Committee, which now consists except in the basement and main roof few of the Hon. F. B. Johnson (Chairman), Messrs D. Ruttunjee, F. D. Sassoon, W. H. Forbes, H. Hoppius, H. L. Dairymple, and thought it necessary to carry out A. P. MacEwen.

the architect's report, the Building is in a be in a thoroughly rotten state. satisfactory condition as far as white ants these exceptions the whole of the woodare concarned. The damage done by these destructive insects during the last twelve months has been repaired at a cost of about \$166, the smallest sum that has been expended on repairs from this cause for many

The Report of Messrs Bird and Palmer, which is annexed, shows that the woodwork of the building generally is also in a sound and satisfactory condition, while the suggestions of the architects as to recolouring the interior of the Theatre, and white-washing the walls of the basement have, since the report was furnished, been carried into effect at an estimated expenditure of \$178.

The Theatre. - The total amount earned by the letting of the Theatre between the 1st July, 1882, and the 30th June, 1883, amounted only to 82,079.64 as against \$2,046.28 last year, thus showing a decrease from this source of income of \$866.50. The falling off appears to be explained by the fact that but one performance was given by the Amateur Dramatic Club, while the travelling companies which visited Hongkong during the season found their performances too unremunerative to enable them to make their stoy here very extensive. The Italian Opera Company, which, in the season 1880-81, found that they draw crowded houses, during the last meason could scarcely command any audience; the chief reason apparently being that they timed their visit so as to arrive in the Colony at a time when a large number of private entertainments were in

The tariff of charges for the Theatre, St. Andrew's Hall, &c., has been carefully considered by the Committee, and the charges now made appear to be the highest they can | G. Wise, instructed by Messrs Sharp, Toller expect to receive without making them so prohibitive as to prevent travelling artistes visiting Hongkong.

The Committee have been glad to grant the use of the Theatre and the St. Audrew's Hall during the last twelve months, as

Library .-- The visitors to the Library during the 12 months under report have somewhat decreased in number from those of the readers between the 1st July, 1882, and the Chek barrier. It was his watch. previous year, there having been only 1,236 30th June, 1889, as against 1,620 in 1881-82. The first eight parts of the valuable repart of the Norwegian North Atlantic Expedition have kindly been forwarded as a

gift to the City Hall Library and for these and several other works that have been presented the Committee have to return The proprietors of the local

be thanked for supplying copies of their respective journals to be kept on file in the The Museum. - The Committee regret that

not having funds at their disposal they are unable to make this part of the City Hall

Messrs. Noronba & Co. having kindly undertaken to print a new catalogue at greatly-reduced rate, the present contents will be more easily appreciated and underprinted in 1876, has been so altered that its utility has been almost destroyed.

by certain classes of the Community is amply testified by the fact that no clearly that the rules which are in force relating to admissions are not unpopular or unnecessarily restrictive.

Considering that all the articles in the Museum have either been given or to the City Hall, this part of the building fairly flourishing condition. About forty new presentations have been made during the last twelve months, many of the articles being of considerable interest. The following is a list of the contribu-

W. H. Marsh, Hon, J. Russell Mesars, Anderson, Carey, Collago, S. Copo, Schmidt. Vincent, Wong Kum Ping. Accounts. -- The balance in the hands

the Treasurer on 30th June last was \$2,162.32 as against \$3,595.53 on the 30th By the way, the preparations for this June last year. To this has to be added the European subscriptions for 1883. 8960.00 and the Chinese subscriptions to 8231.00. From it must be deducted the above-mentioned sums of \$166.00 for repairs, necessitated by white ants. \$178.00, the estimated sum to be paid for recolouring the interior of the Theatre and

white-washing the basement of the building. The usual premia for fire insurance have been paid during the 12 months under report, and the Committee feel confident that they will be able to keep up the ordinary necessary expenditure during the next year. They cannot, however, forget that they have but a very small fund to fall back upon in the event of any extraordinary repairs being necessitated by typhoons or accidents, and trust that it may be found renewal of theGovernment Grant, in witness could not say anything more defi- round,

Account of Receipts and Expenditure from 30th June 1882, to 30th June 1883:-To Balance in Hon. Treasurer's hands on 30th June, 1882,.....\$3,595.5. To Amount of Ront from Theatre, St. Andrew's Hall, Ball Room, and Cricket Chie Room, &c., for one year, 3,528 To Amount of Rent from Chamber

of Commerce for one year, To European Subscriptions collected between 30th June, 1882, and 80th June, 1883,... To Chinese Subscriptions collectod between 30th June, 1882. and 30th June, 1883,

Expenditures.

y Amount paid for Gas, By Attendance of Fire Brigade. Museum Sundries and Office exponses, including fees to architect and fire appliances for the Theatre. By Insurance premia......

By Balanco.....

By Amount paid for ropairs,.....

By Wages, &c. for one year,

F. BULKELEY JOHNSON, Chairman.

SURVEY REPORT ON THE CONDITION OF

The whole of the building has been traces of white ante have been found. The following are the repairs we have

State of the Building. The Committee are found attacked by white ants, 2 hardwood glad to be able to state that, according to beams under Library were also found to

All the other floors have in their turn been examined and found perfectly sound one joist only in the Theatre requires re-In the roofs, twelve purlins have, been

changed. All the reat of the timbers show no signs of the presence of white ants. GENERALLY. The Building is in a most satisfactory condition, as far as white ants are concerned, but we beg to call the attention of the Committee to the dirty state of the wells. &c. in the inhabited part of the basement, we also think that something should be done in redecorating the Theatre. the painting on the walls, &c., being The following Estimate is for repairs

found necessary after the above inspection BIRD & PALMER, Surveyors, de.

Hongkong, July 25th, 1883.

SUPREME COURT IN ADMIRALTY.

(Before Sir G. Phillippo, Chief Justice, assisted by Lieut, H. W. Balliston. R.N., as Nautical Assessor.) Wednesday, Nov. 14.

PEKING DE MOUNT LEBANON : AND MOUNT LEBANON V. PEKING. Mr J. J. Francis, instructed by Messra Brereton, Wotton and Deacon, appeared for the owners of the Peking, and Mr A.

the Mount Lebanon. This case was resumed at half-past ten this morning. Robert Koehler, sworn, said he was chie officer of the Peking. Ho possessed

master's certificate of Hongkong. He was on board the Peking when she left Canton for Hongkong at 12.15 on the morning the 18th September. He was on the forecastle when the steamer left, but he went on the bridge before she passed the Tai Drewes and Captain Heuermann were on the bridge with him. The man Atai was on the look-out on the forecastle-head. was on duty on the bridge from the of-leaving Canton until after the collision. The pilot stoud on top on the wheelhouse until the steamer passed the Whampos Beacon at two o'clock in the morning. He know it was two o'clock because the quartermaster struck four bells at the time; the time was taken from a clock, set to Hougkong time, in the wheelkouse. Witness kept a rough log book. He made the entry in the log book " 2 o'clock Whampon Beacon abeam." at four o'clock on the same After passing Whampoa Beacon Captain Heuermann left the bridge. As the the Whampon Beacon she was in the middle of the deep water channel, which ran nearer the northern than the southern shore. After passing point in coming down the river, and the pilot steered the ship so as to keep it a few points off that point on the starboard bow. Going on that course the steamer won have massed it about a cable's length off. In doing that the steamer was getting nearer the western bank. After passing the Beacon, he saw some lights which I afterwards made out to be two red lights and one white one. Witness made out these lights first with his glass, and mediately afterwards the look-out reported them. The pilot was on bridge by this time. He was on the Witness saw these lights perhaps little less than half a point on the port bow from one mile and a half to one mile and three-quarters distant. It was a bright moonlight and calm night, but there was slight haze off the water which rose about the height of the hull of the ship. these lights were sighted the pilot gave orders to port a little; that was done, and the steamer went off about a quarter to half a point before she steadied. That brought the ship closer still to the southern shore, and brought the lights seen to from three quarters to a point on the port bow. The about six or seven minutes after the course when she came down from Canton on the east one. I was on the west side of Documentary 4 months night, had been altered. About two minutes morning of the 19th Canton on the east one. I was on the west side of Documentary 4 months night, an hour, and it ran on a straight course on board the Peking. He was on board her which was nearer to the ship than the Credits. after he had made out the lights through his on to the forecastle as look-out man when it is the regular channel, and second, in Shanghai, demand, order to keep clear of the junks which pass Shanghai, demand, glasses, he made out the vessel with the bell struck four. He had been several order to keep clear of the junks which pass Shanghai, demand, naked eye. He saw she was then standing trips up and down the river. When he more down the east side of the river than on a course N.W. I W. The Peking kept went on duty the steamer was a little above | the west. There are some fishing stakes Gold Leaf 994 fine was seen. He then went into the wheel- look-out when the collision took place, were about three to four points on the house to assist, and he saw the Peking's There were fishing stakes in front of the Mount Lebanum's bow at the time of the S.E. 18. If the two vessels therefore had place, and the steamer was near the right quarter of a mile off. I saw them after I held on their respective courses before the hand side of the bank. He saw two red anchored. The tide pole seemed to me Mount Lebanon changed here there would lights and one white light shortly after he from teh to fifteen feet to the north of the have been no danger of a collision. Just went on deck. They were not quite fishing stakes up the river. I was able before he saw the green light, the bar straight on the bow, but a little on the left to fix the point of collision because I took quentine was from one point and a half to side. He reported these, and the pilot and bearings of the second ber pagoda, just betwo points on the Peking's port bow, and chief officer answered him. They were five fore I got under weigh again after the colboth vessels being then in a position to pass vessel came on towards the Peking and I continued on a N.W. by N. course from perfectly clear of each other. The bar struck the steamer near the funnel. When the time I left Nimrod Creek until the quentine was more on her port (or west) the other vessel was near the Peking, about collision occurred. At the moment of colside of the channel than starboard side; one il distant, he saw her green light coming lision, my vessels head was N. W. by N.

THE Pioneer says that misleading paragraphs | nity. It is, in my opinion, very desirable | if the papers had been examined in the | order that the usefulness of the Institution | nite regarding her position. At the end of | six or seven minutes, the barquentine's the left or port bow of the other vessel green light suddenly came into sight; and which struck the Peking. rapid succession. He understood that to movants. Mr Wise, in opening the case for the im-Captain had returned to the bridge by this pugnant, very briefly gave his version of the wors on when I first saw the Peking's lights, time, and he sung out to the pilot "Het- collision. At about half past twelve on the there would have no danger of collision.

going two knots. He did not look at the down the river on her port side. out. The Peking anchored two minutes speed astern. after the collision, about four cables length | Mr Wise then called in his first witness. from the Mount Lebanon; the quartermaster told him the time of the collision. the tide pole which stood in the water. Inavigation of the river which requires British flag. I don't know the bearings of bank of the river there were fishing stakes. seen it carried out. I know the second bar mile below the pageda. I anchored about He had made twelve trips up the Canton of the river. river, and on the occasion of the collision

the steamer was steered the usual course. Cross-examined by Mr Wiso :- At the actual moment of the collision the Peking was heading between S. by E. & E. and S.S.E.: and the Mount Lebanon was heading W.S.W., a little more South. He was | getting to Escape Creek I should cross over able to see the first contact of the ships as he stood with one foot in the wheelhouse and one foot outside so as to hear the orders better. A minuto elapsed between the time of giving the order hard a port" and the time of the collision. Witness the river would do so. There are two knew the deceased Drowes two years pre- channels; and as I am accustomed to the him except on board ship. From what wit- draw very little water. My experience is There is a big boat on one of the side ness saw of him, he considered him a that ocean-going steamers coming down The lights were placed in the rigging about good pilot; he had never heard anyone Blonhoim Reach, generally cross over to the fifteen or sixteen feet above the water say anything against him as a pilot. He East shore sites passing First Bar Island, had never seen him the worse for liquor. and go down the inner channel. I should anchor to the place where I dropped a Witness would swear deceased was not certainly expect to see vessels of heavy drunk on this occasion, and he had never draught on the same side of the river, as heard he had the reputation of crossing the the tide pole, as the pole is put there to were going should two miles an hou bows of vessels. Captain Heuermann and the pilot sung out the order "hard a port" at the same moment. He had no idea of

in. The pilot was in his usual state on the longth over all. Shortly after midnight on morning of the 18th, and witness noticed the morning of the 18th September, the nothing particular about him; he was per- Mount Lebanon, was at the second bar o

that the jury returned a verdict that he did so whilst of an unsound mind. Witness :- No.

Mr Francis :- The jury did nothing of the kind; the verdict was felo de se. James Robert Twentyman said he was chief engineer of the Peking in September last. He was in the engine room when she feet above the deck of the launch, the 18th werd : "Left Canton at 12.15 slow shead. Full speed ahead at 12,20. equal share of the work, and they had cerhe got round the dack house on the starwas unconfortably near the starboard shore. could not see across to port. He afterwards three quarters of a mile distant. moved to port, and when he got round the on a sailing vessel and a steam launch lashto be about midstream heading for Canton. He would rot undertake to say how many Lebanon was, nor the distance off. Shortly after he saw the Mount Lebanon change her course auddenly, the red light disappearing and the green coming into sight. The vessel seemed to go peross the stream. stand by, and received an answer all right. He saw the Mount Lebanon's jibboom take off the first davit, and the bowsprit take the se-

John Murray Nelson, sworn, said he was ourth engineer of the steamer Peking and tember last. Witness and the chief engineer noted the times of stopping and going shead on the morning of that day. At 2.18 a.m., he received an order to stop and go full speed astern. He was told by the chief engineer to be particular in marking down the time. He received an order to and dropped at once. When the collision

stop the engines at 2.20 a.m. Wong Atai said he was a sailor employed a quarter been altered. About two minutes morning of the 18th September. He went the river for two reasons. First, because India, Wire, straight course until the green light the Min Fa Shan pagoda. He was on the there on the west side of the river. These by the compass was S. E. by E., true bow of the steamer when the collision took collision, and distant a little more than a from one cable and a half to two cables off, or six li off. He noticed then that the linion. The pagode bore 8. by W. 1 W.

Cross-examined by Mr Wise :- It was reversing of the launch's engines would This concluded the case for the pro- head round two points, so that I was not

ter stop and starboard." The pilot replied morning of the 18th September, the bar- The cause of the collision, in my opinion, No; it is too late;" and then he gave quentine Mount Lebanon, master and owner was through the Peking putting her helm the order hard-a-port. Without then Captain Nelson, weighed anchor at the to port instead of starboard, and thus runjumped into the wheelhouse to assist in lower bar of the Canton river in tow of a ning scross my bow. I looked at my clock putting the wheel over. No order was steam launch lashed to her port quarter, immediately after the collision, and found given to stop the engines at that time. The and proceeded at the rate of two knots an it was inif-past two. Bly clock was set to helm was put hard over; and the Peking's hour as far as abreast of Nimrod Creek ou nautical time a day or two before. After the head paid off from two points to two points a N. W. I W. course. The course of the collision, the Poking went-down the river and a half to starboard, and then the vessel was then changed to N. W. by N. on my port side about a mile and a half barquentine ran into the steamer, striking After proceeding on this tourse for about before she stopped. About half an hour the steamer at almost right angles. The half an hour a green light was reported after she stopped; Captain Hourmann stoamer was struck by the barquentine's as being two points on the starboard bow, came on board, and the pilitecame on board jibboom first, at the second davit, just abaft | distant about a mile. In a very short | afterwards. Captain Housemann saked the the bridge. After the jibboom was broken space of time all three lights were seen | name of my vessel and also my own name, off, the steamer was atruck another twice, and then Captain Nelson gave orders to the and told me his ship a mine and also his but witness could not say where as he was master of the tug to blow his whistle three own name. He asked if I had a pilot. I must be times, to stop his engines and go full speed told him "no, I am my own pilot." He wheel house; he felt the bumps. times, to stop his engines and go full speed told him "no, I am my own pilot." He asked was struck, she heeled astern, which were obeyed. Presently the made no remark about that. He asked over a good deal. She was struck with great other vessel showed her red light and came, if the ship was making water. I said, she force. From what witness saw and felt, on towards the Mount Lebanon, describing was making a little, not much. We then he judged that the Mount Lebanon was half a turn norms the river, and ran into went forward together to see the damage, going about half the speed of the thostarboard side of the sailing vessel with and then he said : FThis is a bad piece of Peking, or four and a half knots. He her port side, striking amidships. thought the lights approached too quickly Peking then starboarded, turned round the lower pilot, he said I might as well not have to believe the Mount Lebanon was only bow of the Mount Lebanon, and went one. The pilot came up to us while we clock at the time of the collision. At the contention of the impugnant was that moment of the collision he heard the tele- the collision was caused by the Peking graph ring—he could not say what the order coming across the river with her helm Captain . Why did you not answer my was and the helm was ordered hard-a ported, and that she also contributed to the whistle?" He said he was below. Ho and starboard, which order he assisted to carry collision by not stopping and going full the pilot then left. As soon as I could

Captain George Brown Lefevre, sworn, said :- I am master of the Power, running the pilot at all. He appeared to me to be He found a piece of the Mount Lebanon's between Hongkong and Canton, and cos L figure-head lying near the Peking's oft run at night, I am supposed to be pretty house. At the time of the collision, the well acquainted with the Canton river. I Peking was not quite two ships' breadth off knownof no custom which regulates the of the Mount Lebanon, which flies the was 32 feet broad. A little to the vessels to keep a particular side of the my anchorage of the provious night from south of the tide pole and on the same river. I have heard of it, but I have never

Mr Wise :- Would it be a proper course water to steer N. by W. L. W. as far as moon on the 15th, when I was about forty Nimrod Creek from the second bar pass : I should go by the land. Before

That is what you would do. Can you tell me if that would be generally done by vessels going up the river !- People who knew chief officer and boatswain. The poop his death; he had nover seen light water channel, I always take it. We the house smidships in six feet six inche indicate deep water.

Cliarles Henry Nelson, sworn said :- I am inaster of the barquentine: Mount Lebanon what distance the Peking could be stopped She is of 530 tons burthen, and 134 feet in the Canton river. It was a fine bri moonlight night, calm and perfectly clear pilot afterwards committed suicide, and I was bound from Newchwang to Wham. pon At half past twelve L got weigh, and proceeded up the river on

course N. by. W. & W. I was being towed by a steam laquoh lashed on the port quarter. I carried the regular board of trade lights, red, green and white. The lights of the Mount Lebanon would be from 8 to 10 left Canton on the morning of the 18th | secount of the poop. The launch carried the September. She went down the river at regulation lights, red and, green side lights full speed, not driving; at about nine and masthead light. The masthead light knots an hour. The log book shown was would appear four or five feet above the made up from the log slate on the 18th rails of the Mount Lebanon. My ship was September. The entries on the morning drawing 17 feet 2 inches of water. I kept on the N. by W. & W. course untill reached him. rod Creek, when I changed the course to Stop and full speed astern at 2.18. An N.W. by N. The ship was moving from 2 chored at 2.20." At 2.16 a.m. witness to 21 miles per hour; it was flood tide, and went on deck to see where the ship was, as it would be about half flood when I reached the watches were usually divided into three Nimrod Creek, before reaching which I had passed a lot of junks on the starboard side. After going a mile on the altered course, about 12 or 14 minutes afterwards. I saw a green light and a white one a little better than two points on the starboard I should say the lights were about were reported to me by the look-out. corner of the house he saw two red lights was then on the poop, just by the gangway, and a white light. He saw the lights were The look-out man was on the top gallant forecastle. The most of my crew were on ed to the sailing vessel. The vessel seemed deck at the time. From two to three minutes after I saw these lights, I saw the points on the port bow of the Peking the Mount light. I saw all three lights for about minute, and then she shut out her greez light. I saw there was great rick of the other vessel running into me, and I ordered the hunch to stop and reverse the engines, and I also told the people on board the launch to blow the whistle three Those orders were obeyed. I told them. to go full speed astern. and just as he was going downstnirs, the green light until I saw the red as well thinking the vessels were clear, he saw the When I first saw the green light of the Poking, figurehead of the Mount Lebanon come on I judged her to be steering S. E. L. E. board, and felt a severe bump. The third When I saw her red light alone she was time the blow was so severe that the Peking steering about S. W. After she abut out her heeled over considerably. He was too far green light, she seemed to be coming on as aft to hear any orders on the bridge. Wit- if she was going to strike my ship on the ness was in the engine room when the order starboard bow. I then gave the orders to "stop and full speed actern" was given. This the launch people. In less than one order was given at the same moment as the minute after I had given the orders to the third blow was given, and that was at 2.18 | hunch the Peking struck me. By that a.m. He warned the fourth engineer to be time. I think, the way was off my vessel l in taking down the time. The ship and that she was roing attern a little.

might be about 100 yards off the land when order to avoid striking me bluff on the bow, he came on deck; but he could not be care the Peking seemed to have her helm hard port and made a complete circle in the river, so that she struck my jibboom and bowsprit. She struck me first at the cap he was in that position on the 18th Sep- of the bowsprit, carrying eway the starboard cathead cutwater and stem. The part of the Peking which struck me was about the bow, seeming to starboard her heim, and came to my port side. She only struck my ship once. My anchor was carried off occurred my ship was a little better than a mile off the west bank.

toffi to slew-the Mount Lebanon's head round to port; and a matter of fact it did slew her exactly on a straight course. If both ves. sols had gone on the same course as they

The business forme When I said I was my time of the conversation. I said to the anchor, and proceeded to Whampon, where Larrived at six o'clock ... I did not speak to

Cross-examined by Mr Francis . I am an American subject, and I am solo owner

first flood about a quarter past twelve. for a vessel drawing 17 feet 2 inches of The clock was set to the martical time at miles of Llama Head. Witness :- I should not go by the com- a degree out of my time, or five minutes I left Hongkong about half past four on the morning of the 17th September, and to the West Back. There is more water was under weigh without halt until seven in the evening. After crossing the mid

I have cleven of a grew all told I have chor after the collision was about for The reason why the light was not report sooner than three quarters of a mile off bocause there were so many junks abo I have seen junks out of Hongkong car both red and green lights: When I saw

Pekino's three lights she was three pol on my Starboard bow and half a mile When she tore off my libboom she was he ing W.N.W., pointing up the river. was after she had made an almost compl circle : She had round between me and land to turn round my bows, and go do seemed to me, about nine and a half ki in hours There was only one crash at once. The nort quarter of the stead keep to the starboard side of the fair when practicable. That rule does not a

out here i it is not in the China rep Mr. Francis :- Did you ever hear of rule which prohibits an American owni a British ship, and which renders the liable to forfeiture! Witness :- Yes. My statement the

went a mile in twelve or fourteen min vas an error : I know it is a very se error; it would take me half an hour the wreckage across the forecastle caused it to spap the stopper: Peking was not a quarter of a mile off gave the orders to the steam laune was acting as my own pilot, the launch not a pilot. I have gone up and dow. river a great many times in sailing v I know enough of the river to carry

8115 for towing me to and down. og book kept by the mate of the After Captain Nelson had marked o chart what he called the finer ba Francis bointed out that the log-book when within a short distance of the witness had fixed the coll ion as

I was to pay the steam-launch i

Mr Francis also pointed out that Hongkong at air o'clock in the mo and not half past four. Mr Francis supposed witness had said he left

post four to make it appear as if his was less than it really was. This was all the cross examination Mr Wise intimating that he would smine witness to morrow, the Co

Quotations

Honggong. November 14. IM-New Patna, cash ... \$57

New Benares, cash,... New Malwa, credit Allowance, Teels..... Old Malwa, credit Allowance, Tacls ... Exchange-

(Taken at Messrs Palconer & Co.'s Quem's Road.

Hongkong, November 14. (Wet bulb) D A.M. 1 P. M. Maximum

Do. 4 P.M. Do. Minimum over night

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of " Notes and Queries on China and Japan, has reached its Twelfth Volume. The Review discusses minds of students of the "Far East" and Folklore, Geography, History, Literature, rent may be paid either as Newspapers or Mythology, Natural History, Antiquities, Books. and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the as, though Written by Hand, do not hear Far East generally. Recently a new departure has been taken, and the Review now spondence, such as invoices, deeds, copied gives : papers on Trade, Commerce, and music, &c. The charge on them is the same Descriptive notes of Travel by well-known as for books, but, whatever the weight of writers. It was thought that by extending a packet containing any partially written the scope of the Review in this direction, paper, it will not be charged less than 5 the Magazine would be made more generally cents.

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"The Publicational ways contains subjects of interest to sojourners in the Far East and the present issue will hold fayourable if not advantageous comparison, with preceding numbers."-Clestial Empire. This number contains several articles

ofinterest and value."-North-China Herald. The China Review for September-October fully maintains the high standard of excellence which characterises that publiand altogether forms' a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Pelcing, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hun," and the Notes and Queries are as usual very interesting."-North-China Daily News.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronise."-Chrysonthemum. "The November-December number of the China Review contains less variety than

but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chiness" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a daper of some length entitled "The Emderor Cheng, founder of the Chinese Emdize." which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which of On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number."-H.K. Daily Press.

number : now before us, is intended to the nearest place of business. occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of pubscholarship is now assiduously cultivated, be inserted in such Pattern Packets. and who are severally represented in the first number of the Review by papers highly creditable to their respective authors

Some translations from Chinese novels and plays are marked by both accuracy and freshmore of style; and an account of the career of the Chinese poet statesman of the eleventh century. Su Tung-p'o, by Mr. E. C. Bowra, Le not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecomor in the field, and that the China Review may receive the support necessary to insure Sta continuance.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c. in conjunction with the figures denoting the sections.

5. From P. and O. Co.'s Office to Peddar's Wharf. From Green Island to the Gas Works. 6. From Peddar's Wharf to the Naval Yard. 2. From Gas Works to the P. and O. Co.'s Factory. 7. From Naval Yard to the Pier. 3. From P. and O. Cors Factory to the Harbour Master's Office. 8. From Pier to East Point. 4. From Harbour Master's to the P. and O. Co.'s Office.

Destination. Remarks. Consignees or Agents. Vessel's Name. Steamers 4 c Revebech Dan. str. 268 Nov. 13 A. R. Marty Hoihow. &c. Amoy and Shanghai To-day Hilda Maria Alwino 3 c Thiesen Ger. str. 400 Nov. - 14 Wieler & Co. Straits and Calcutta To-day Compta 3 c Rendler Dutch str. 1300 Nov. 12 Jardine. Matheson & Co. Swatow and Amoy To-day Coptic 5 c Kidley Brit. str. 2788 Nov. Cos'tan Dock Don Juan Marquez Span. str. 16th inst. Electra 3 c Küler Ger. str. 1161 Oct. K'loon Dock Emuy Rementeria ... Span. str. 414 June Tug Plying Fame 6 h Stopani Brit. str. Gordon Castle 3 c Waring Brit. str. 1320 Nov. 11 Gibb. Livingston & Co. K'loon Dock Swatow. &c. To-morrow 360 Nov. 13C. M. S. N. Co. Kwangtung 5 h Young Brit str. 680 Nov. 10 Douglas Lapraik & Co. Annam str. 150 June 19 Chinese Lee Yung 3 k Chun 788 Nov. 13 Order str. 1080 Oct. 29 Thes. Howard & Co. Madras4 c Swan Singapore & Penang To-morrow Straits and Calcutta To-day str. 1427 Nov. Cos'tan Dock Y'hama & SanF'cisco 17th inst. 5 k Davison Brit. To-morrow Shanghai Holhow, &c. To-morrow 5 h McCaslin Brit. 12 Russell & Co. Ping-on To-morrow Posang 3 h Irvine K'loon Dock ... Framoya Span. str. 28 Dunn. Melbye & Co. Romulus..... China Traders' Insurance Co. Swatow & Bangkok To-morrow 862 Nov. 10 Yuan Fat Hong Taichiow...... 2 h Jordan Brit. Tromp...... 3 k Roe Dutch str. Il Eduard Schellhass & Co. 1055 Nov. 13 Arnhold, Karberg & Co. Ville de Cadix 4 c Hamon Fch. Ab'deen Dock 3. That application was made to the Vortigern Brown Brit. str. 879 Oct. N'saki & Yokohama 16th inst. str. 1540 Nov. 12 P. & O. S. N. Co. Sailing Vessels Bothwell Castle 4 k Romney Brit. bqc. Else Ger. bg. Bangkok Ernst 2 c Hildebrand ... Ger. 3m. sc. Gesine Brons...... 3 k Laarmann Ger. boe. 14 Wieler & Co. Gustav & Oscar...... 5 k Seemann Ger. Haydn Brown 8 c Havener Amer. bqc. 821 Oct. Hindoo 3 k Matthiessen ... Ger. bgc. K'loon Dock J. A. Borland Kent Amer. bqe. Lilly Grace 3 c Hughes Hawn. bqe. Mount Lebanon 3 k Nelson Bri. bktine. 12 Rozario & Co. 530 Nardoo 3 k Morrison Brit. bqe. 29 Siemssen & Co. N. Gibson 8 c Bailey Amer. bqe. 3 Borneo Co., Limited K'loon Dock Oneida Carver...... Amer. sh New York Ab'deen Dock Otto......Ger. 31 Russell & Co. Sachem 2 h Small Amer. 1380 Nov. 4 P. & O. S. N. Co. New York Sarah S. Ridgway 2 c Townsond Amer. bqe. 833 Three Brothers 2 h Kahleke Brit. bqe.

Her Britannic Majesty's Ships in the China Squadron.

362 Nov.

366 Oct.

55 July

8 Adamson, Bell & Co.

16 Blackhead & Co.

3 P. & O. S. N. Co.

Twilight 8 c Warland Amer. sh.

Wandering Minstrol ... 3 c Sevewright ... Brit. bqe.

William Manson 3 k Kindred Brit. bqe,

Zouave Soper Amer. sh. 1202 Aug.

LA	Name.	Rig.	Tons Displt.	Guns.	<i>I.H.P.</i>	Captain.	Where at.
	Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Hiogo
60 l	Audacious	double-screw iron frigate	6010	14	4330	Captain R. E. Tracey	Nagasaki
50 l	Champion	corvette	2380	14	2340	Captain A. T. Powlett	Sunda Straits
40	Cleopatra	corvette	2300	14	2610	Captain H. N. Hippisley	Hongkong
T -	Cockchafer		465	4	470	Lieut. Com. Robt, L. Groome	Foochow
أنمم		gunboat	2383	14	2540	- Captain Anstruther	Slanghai
00			940	4	920	Commander F. J. J. Eliott	Hongkong
85	Daring	composite sloop	360	3	340	In roserve	Hongkong
70	Esk	double-scrow gunboat		1	455	Commander E. H. Gamble	Japan
tot	Espoir	gunboat	430 940	4	840	LieutCommander Hoskyn	Hongkong
	Flying Fish	alcop		1	490	Commander John Hope	Singapore
	Fly	double-screw gun-vessel	640	0.0	470	LieutCommander McQuhae	Shanghai
70	Foxhound	gunboat	450 .	4	830	Commander E. Hotham	Chefoo
to	Kestrel	double-screw gun-vessel	710	4			
	Linnet	double-screw gun-vessel	767	5	1050	Commander J. J. Jones	Canton
ie.	Magpie	aurveying yessel	803	3	600	LieutCom. A. Carpenter	Sunda Straits
ie.	Midge	double-screw gun-vessel	465	4	470	In reserve	Hongkong
	Pegasus	composite screw sloop	1130	6	970	Commander Bickford	Yokohama
	Sapphire	corvette	1370	12	2360	Captain Fullerton	Cores
ts.	Swift	double-screw gun-vessel	756	5	1010	Commander Wm. Collins	Pakhoi
- LED-	Tweed	double-screw gunboat	360	3	340	In reserve	Hongkong
· ·	Victor Emanuel	receiving ship	3087	20		Commodere Cuming	Hongkong
11	Vigilant	paddle despatch-vessel	835	2	1230	Lieut, Com. Maxwell	Hiogo
11	Wivern	turret-ship	1800	4	1450	In reserve	Hongkong
11	Zephyr	gunboat	430	4	530	LieutCom. G. N. A. Pollard	Hongkong
			101	*	4		The state of the state of the state of

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	N.H.P.	Captain.	Where at.
Abreck	Russian aviso	1100	7	300	Captain Schanz	Vladivostock
Duke of Edinburgh	Russian ironclad	3200	18	900	Captain Giers	Singapore
Enterprise	American corvette	1375	6	900	Commander A. S. Barker	Shanghai
Ermak	Russian transport	1000	4.	80	Captain Koltchau	Japan
Easex	American sloop	1 1375	G	1200	Captain McCormack	Nagasaki
Gornostai	Russian gunboat	450	7	80	Commander Stark	Vladivostock .
Hamelin	French cruiser		-		Commander Roustan	Tonquin
Iltis	German gunbost	420	8	100	Commander Klausa	Hongkong
Juniata	American corvette	1900			Commander P. P. Harrington	Canton
Kersaint	French sloop	1182	-	375	Commander de Beaumont	Tonquin .
La Victorieuse	French ironclad	4176	15	2214	Captain D. de la Batis	Hongkong
	Spanish transport	1200	2		D. Ramon Valentin Buenaplata	Shanghai
Legaspi Lejaspi	German corvette	3000	16	400	Captain Herbig	Nagasaki
Leipzig Lutin	French gunboat	437	4	100	Captain Rouvier	On a ornise
Monocacy	American sloop	1100	G	250	Commander C. S. Cotton	Nagasaki
	Russian gunboat	400	7	80	Commander Moltsoff	Vladivostock
Morge	Russian corvette	1500			Captain Kalagerass	en route Shanghai
Najezdnick	Russian gunboat	400	7	80	Commander Valrondt	Vladivostock
Nerpa	Russian corvette	1400		1 1 1 1	Captain B. Ivashintsoff	Hongkong
Opritchnik Polo-	American gunboat	306	6	200	LieutCommander Glidden	Nagasaki
Palos	American frigate	3000	1		Captain H. Erben	Hongkong
Pensacola	American frigate	2300	14	500	Captain Skerrett	Yokohama
Richmond		2000			Captain Blanedareff	Yokohama
Skobeleff	German frigate	2900	18	1 1 1	Captain von Nostitz	en route Singapor
Stein	The training to the same of th	400	7	80	Commander Boyle	Nagasaki
Sobol	Russian gunboat	2030	19	700	Com. Glomsds von Buchholtz	Hongkong
Stosch	German frigate	410			Captain F. da Costa Cabral	Macao
Tamega	Portuguese gunboat		<u> </u>		Commander Heck	Singapore
Tongona	Russian gunboat	5522	(21	7466	Captain Bose	en route Amoy
Tourville	French steel frigate	3	14	2400	Captain Baux	Chefoo
Triomphante	French ironelad	4176	15	675	Captain Dewatre	STREET, TIME - TANK
Villacs	French corvette	2400	1 10	0,0	Captain Fournier	Shanghai
Volta	French corvette	1300			Commander Molchonsky	Chefoo
Vostock	Russian gunboat	lan.	4	240	Commander von Raven	Vladivostock
Wolf	German gunboat	428	4	340	COMMISSION AND LEASED	Shanghai

For Foreign men-of-war actual measurement, tonnage and nominal horse powers are given.

BHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Flag & Rig. Swe. 3m. sc.

Brit. str. Shanghai MACAO. Chi. str. Canton str. Canton

CANTON.

AMOY. Chock In port on November 5, 1883. Ger. bge. Brit. bqs. Singapora Brunette Ger. 3m. sc. Friedrich Ger. bge. Laid up Helene.

Fch. bge. Printemps the was addressed FOOCHOW In port on November 3, 1883. MERCHANT STEAMERS.

Ger. bqo.

British London MERCHANT BAILING VESSELS. Kristina Nilsson Amer. bg.

SHANGHAT. In port on November 9, 1883. MERCHANT BYBAMERS. British London, &c. British Albany New York, &c. British British British British Laid up Chinese Kuchinotzu n Japanese British

Changchow Fatchey Fushun London, &c. Gienfruin. Hae-ting Hideyoshi Max Ichang Hankow, &c. Vladivostock Garman Hankow, &c. Chinese Kiang-foo Kiang-piau Chinese Kinng-yung Chinese Newchwang Chinese Meefoo Nagasaki, do. Nagoya Maru Japanese British Hkong, &c. French Peiha Oheloo, do. Sin Nanzing Stentor. British C'foo & T'tsin Tamsui British London, &c. Telemachus British Nagasaki

Hongkong, &c. British Verona British Waverley Hongkong British -MERCHANT SAILING VESSELS. Addie R. Sleeper Amer. bqe, Anglo-Indian Brit, bqe, Chihaya Maru Japan, bqs, Chi. boe. bgo, Nagasaki Earl of Elgin Brit.

Brit. Jerfalcon Brit. bge. NAGASAKI. In port on November 3, 1883. Brit. bos. Amoy

HIOGO. In port on November 5, 1883. Norw. bge. New York K'gawa Maru Queen Emma Brit. boe.

Costan Dock

In port on November 2, 1883. Black Diamond Ger. bqe. E. v. Bezulieu Ger. boe. Evangeline Brit, sch. Bri. bktine. Haddon Hall Brit sh. Russ, sch. Bonin Islands Penelope: Gor. 3m. sc Brit. bge. London Sattara Brit.

MANULA In port on November 2, 1883. Fch. bge San Francisco Brit, bge. Eliza. Nicholson Brit. bqe. Amer. ah. New York Mary L. Stone Amer. sh. New York Span. Sqs. Brit. sh New York Amer. sh. New York Brit. bqs. Liverpool Victor

Elizabeth Childs Brit bga. Channel

CEBU. Ger. boe. Boston Norw. bge. Liverpool BANGROK In port on October 27, 1883. Ann Armytage Brit. bqe. Ger. 3m. sc. Annie Brit. Aurora. Biam. ah. Laid up Bua Pan Ger 3m. sc. Carolina Doretta Siam. bge. In Dock Envoy Falcon Foochow Siam. Fortune Siam, Geac. Brenatti Ital,

Heng Seng Siam. Siam. Kim Chye Seng Siam. sch. Kim Soon Hoat Siam, lug. Java KohHock ChengSiam, seh. Coast Koon Lee Siam., soh. Siem Queen of England Siam. sh. In Dock Siam. bge. San Francisco Ger. Siam. bue. Brit. bge.

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Dutch soh.